



Grace Crumican, Director

From the Director

SDOT kicked off 2004 with a range of initiatives. From a major project that will completely alter Seattle's front porch to maintaining traffic flow on the streets, the department and its partners are getting things done. Despite budget impacts, SDOT is advancing its vision of a "Vibrant Seattle Through Transportation Excellence."

Making progress on the Alaskan Way Viaduct and Seawall, SDOT staff completed the Draft Environmental Impact Statement (DEIS) with the Washington State Department of Transportation and Federal Highway Administration on March 31. This step marks a major milestone in replacing the ailing structures. After soliciting public input on the DEIS, the team will select a preferred replacement alternative by this fall.

To make the existing system work better, the department worked with the Seattle Police Department to instill order in our most congested downtown intersections and improve traffic flow. Together, we launched a "Don't Block the Box" campaign to alert drivers that if they are caught blocking a crosswalk or intersection they will be subject to a \$101 fine.

As you review our First Quarter accomplishments, you'll notice that the department's constrained budget has impacted capital projects and services. However, SDOT is still exploring ways to better serve our customers and fulfill the Mayor's goal to Get Seattle Moving. Look for more news on the Alaskan Way Viaduct and Seawall, the Light Rail and the Monorail and neighborhood projects next quarter. These projects are moving fast and you'll want to stay tuned.

Major Projects Update

Alaskan Way Viaduct and Seawall

Planning Design Construction

Replacing the deteriorating 51-year-old Alaskan Way Viaduct and 70-year-old waterfront seawall is critical for the region and state as both structures are vulnerable to earthquakes. Five replacement plans are being considered: Rebuild, Aerial, Tunnel, Bypass Tunnel and Surface. The Draft Environmental Impact Statement was issued for public comment on March 31.

Fremont Bridge

Planning Design Construction

As scheduled, the design team reached its 30 percent design milestone for the approach replacement and electrical/mechanical upgrade work in January. Conceptual plans were submitted for reconstruction of the bridge maintenance shop. The 30 percent cost estimate for the approach replacement work indicated substantially higher costs than anticipated. Through careful engineering analysis, the design team made adjustments to lower the costs. It was decided that it would be more cost-effective to combine the environmental documentation of the approach replacement, the mechanical/electrical upgrade and the maintenance shop reconstruction work. An update on the project was given to the Citizen's Advisory Group in March.

King Street Station

Planning Design Construction

Interior renovations, including new restrooms, an enlarged waiting room and new ticket counters have begun. The Phase I construction will include nearly \$17 million in improvements to make this historic station a more pleasant and efficient place for the traveling public. Phase I also includes new way-finding information as well as new safety and security measures. The Phase II planning for the King Street Station Transportation Center will address the critical interconnections of buses, taxis, commuter and long-distance rail, light rail, monorail, auto, bike and pedestrian access at this important transportation hub.

Central Link Light Rail

Planning Design Construction

The City, King County and Sound Transit reached agreement on an accelerated start-up schedule for the closure of the downtown bus tunnel for the light rail retrofit from Fall 2007 to Fall 2005. The three agencies began an extensive downtown community outreach program to discuss the tunnel retrofit, the construction of a tunnel extension on Pine Street, downtown bus service reorganization and a \$16 million surface improvement program. Sound Transit awarded a \$135 million contract for the purchase of light rail vehicles to be delivered for testing in 2006 and also awarded a construction contract for the Rainier Valley segment totaling \$144 million.

Major Projects Update

North Link Light Rail

Planning *Design* *Construction*

Sound Transit's public comment period for the Supplemental Environmental Impact Statement on the North Link extension (downtown to University District and Northgate) ran through January.

Magnolia Bridge Replacement

Planning *Design* *Construction*

One of the three "build" alternatives, Alternative H, has been dropped from further consideration and will not be included in the Environmental Impact Statement (EIS). The traffic projections and analysis for Alternative H revealed a flaw at a key intersection. The design team evaluated the feasibility of bringing another alternative into the EIS process so that the Draft EIS will still contain three distinct alternatives.

Mercer Corridor

Planning *Design* *Construction*

An open house kicked off SDOT's environmental review process for the Mercer Corridor. One alternative includes a widened two-way Mercer Street from I-5 to Dexter Avenue that, when combined with the Alaskan Way Viaduct and Seawall Project, would provide a new direct route from I-5 to Fifth Avenue North and includes a narrow Valley Street along the south end of Lake Union. A second alternative realigns the intersection of Fairview and Valley Streets and builds a crossing under Aurora Avenue at Roy Street. SDOT is reviewing comments from the public and other agencies to determine if there are additional alternatives. The staff is also completing a preliminary screening of alternatives.

Monorail

Planning *Design* *Construction*

SDOT is directing an interdepartmental program for the Seattle Monorail Project (SMP). Staffers are coordinating environmental review, station area planning, design review, permitting and public works services. The City developed design guidelines for the proposed monorail system and began negotiations with SMP on agreements granting the use of City streets and property for the project. SMP issued a Final Environmental Impact Statement and a Request for Proposals for the Green Line, a 14-mile monorail system linking Ballard and West Seattle, the Downtown Urban Center and industrial centers in SODO and Interbay.

South Lake Union Streetcar

Planning *Design* *Construction*

The proposed South Lake Union Streetcar would provide local transit service to nearby communities and downtown, connect to the regional transit system, encourage economic development, and help create vibrant neighborhoods along the route. SDOT retained consultants and began work on a planning and feasibility analysis report that will be completed in June.

Spokane Street Viaduct Widening

Planning *Design* *Construction*

SDOT has completed three of the four phases of this project. Phase four will widen the viaduct to five lanes with shoulders and also construct new on and off ramps at First Avenue South. The project will improve movement of freight and goods in the corridor. Design is anticipated to restart by mid 2004 and SDOT continues to seek construction funding for this project.

SR-519 Phase 1 Surface Improvements

Planning *Design* *Construction*

The SR-519 Phase 1 Surface Street Improvements project was expanded in scope with several major feature redesigns. At the request of the Washington State Ferry System, the east margin of Alaskan Way was widened between Atlantic and Royal Brougham Way to accommodate a new access to the ferry queuing area north of Royal Brougham. The exclusive truck-only access was revised to channel truck traffic in advance of South Atlantic Street at Alaskan Way to avoid congestion at that intersection. Traffic and Air Quality Analysis reports were amended to the year 2030 according to WSDOT guidelines. Community meetings were held to update the public on the project plans and progress. The 90 percent completed design contract documents were circulated to coordinate the final changes.

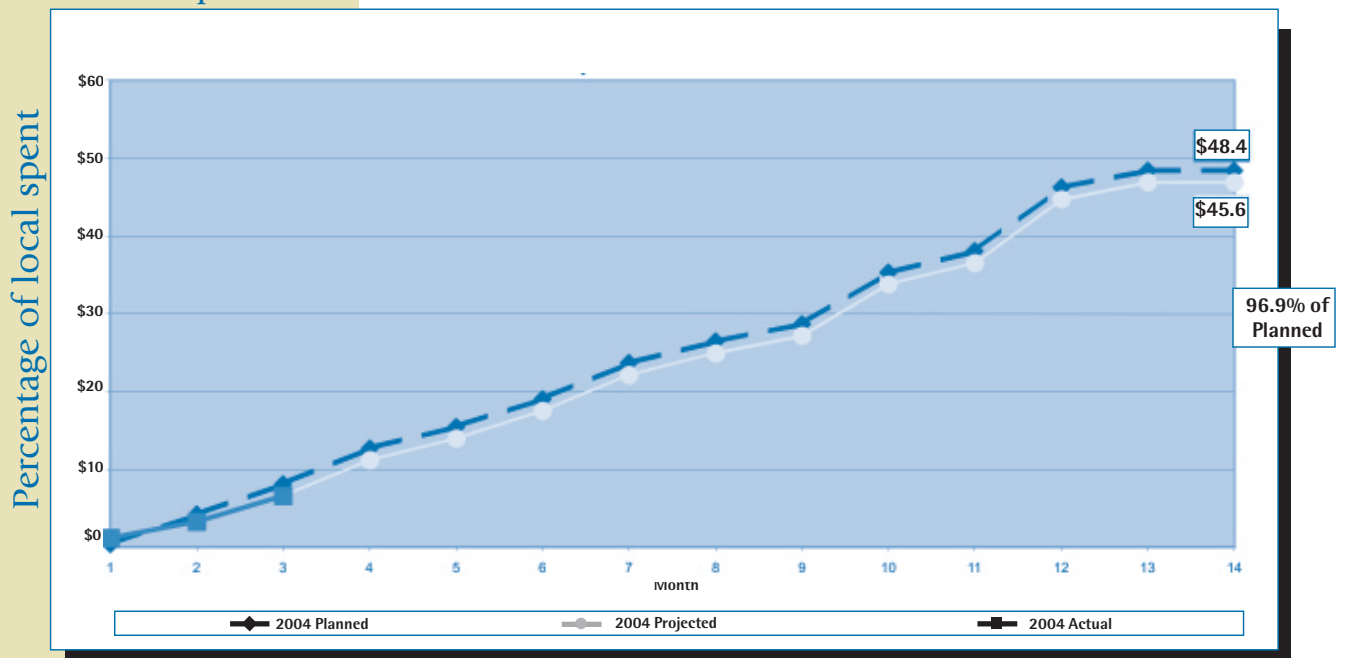
(Major Projects Update continued on page 8)

2004 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan the Seattle Department of Transportation proposed for 2004. The graph indicates that the projects in the capital program are reaching their expenditure goal 96.9 percent of the time.

The project breakouts, on the following pages, show expenditures from prior years, through March 2004. The budget amounts reflect available funding for the life of the project, as published in the 2004 Adopted CIP. The few annual programs identified separately, reflect only planned 2004 budgets and costs through March 2004.

Dollars Spent versus Resources as of March 2004



General Notes for 2003 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP. Some projects did identify a planning stage, and costs have been tracked for planning.

Data for planned total cost are linked to the 2004 adopted TCIP; data for life to date costs are as of March 2004.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

(See pages 4 & 5)

2004 Capital Project Status

TCIP Project Costs Detail by Phase Data as of 31Mar 04 2004 Adopted CIP										
Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost		Comments
(\$ figures in thousands)	P=Planning, D=Design, C=Construction	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
12th Avenue Development Project	P D C	0	0	321	378	1,554	1,378	1,875	1,756	Project in construction and will finish construction in 3rd Qtr. 2004.
14th Avenue S Street Improvements	P D C	37	84	183	0	1,292	0	1,512	84	This new TIB project is temporarily being deferred because of SDOT budget considerations.
35th Ave SW Signal & Street Improvements	P D C	71	0	607	678	3,605	3,561	4,283	4,239	Project is in construction closeout.
35th Ave. NE Street Improvements	P D C	25	0	1,000	1,051	8,000	0	9,025	1,051	Project will begin construction in 2004.
5th Avenue NE Improvements	P D C	17	65	400	157	1,750	0	2,167	222	SDOT received a grant award during 2003. Project is now in design.
Alaskan Way Viaduct/ Seawall EIS Study	P D C		87	21,325	7,561		0	21,325	7,648	The EIS is underway and a draft will be published in 2004.
Arterial Asphalt and Concrete Program	P D C		0	502	62	4,839	320	5,341	382	Dollar amounts are for 2004 only.
Aurora Transit Improvements	P D C	0	66	2,697	166	3,600	0	6,297	232	SDOT received a new grant in 2003, and design is scheduled for 2004. This project may be subject to budget considerations.
Belltown/Queen Anne Connections - Thomas Street	P D C	50	9	827	31	2,069	0	2,946	40	This project is funded with SPIF and Parks levy funds. It will be in design during 2004.
Burke-Gilman Trail Extension	P D C	360	0	4,693	3,004	9,020	387	14,073	3,391	Dollar amounts include total project, from 8th Ave to Golden Gardens. The segment from the Locks to NW 60th will be in construction in 2004.
Chief Sealth Trail	P D C	15	0	729	132	4,515	0	5,259	132	SDOT will begin design on this project in 2004.
Denny Triangle Improvements	P D C	0		241	118	900	0	1,141	118	This project is deferred indefinitely because of SDOT budget considerations.
Duwamish Intelligent Transportation System	P D C	851	0	962	1,384	3,520	521	5,333	1,905	Construction in 2004. Early construction expenditures accommodated business requests and coordination on Spokane Street.
Earthquake 2001 FHWA	P D C	39	39	2,519	2,663	9,115	7,647	11,673	10,349	SDOT will complete the last earthquake repair work in 2004.
Elliott Ave W (15th Ave)	P D C	0	0	827	493	3,048	39	3,875	532	This project may be deferred indefinitely because of SDOT budget considerations and scheduling coordination with the Monorail.
Enhanced Traffic Management Center	P D C	289	0	638	927	1,010	1,001	1,937	1,928	Project is closed out.
Fremont Bridge Approaches	P D C	1,038	782	4,393	1,422	25,320	0	30,751	2,204	Type, Size & Location Study has been concluded. The project is in design; additional scope has been added to the design effort. Design is beyond 60% and construction is scheduled in 2005.
Interurban Trail North	P D C	158	0	249	391	911	0	1,318	391	Project will begin construction in late 2004.
Lake City Way NE Multi-Modal	P D C	709	0	1,686	2,344	8,307	2,670	10,702	5,014	Early construction was State's paving; SDOT's portion of the project will begin construction in 2004.

2004 Capital Project Status

TCIP Project Costs Detail by Phase Data as of 31Mar 04 2004 Adopted CIP										
Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
(\$ figures in thousands)	P=Planning, D=Design, C=Construction	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
Lake Union Ship Canal Trail – Phase II	P D C	166	0	2,039	1,773	3,010	0	5,215	1,773	SDOT purchased the Railroad right of way in 4th Qtr. 2003 and started design in 2004.
Leary Way	P D C	66	66	341	614	2,614	522	3,021	1,202	Project advertised in 4th Qtr. 2003 and is under construction.
Magnolia Bridge Replacement Project	P D C	2,930	1,699	11,256	897	100,000	0	114,186	2,596	Project is conducting an EIS to reach a record of decision in late 2004.
Mercer Corridor Project	P D C		945	29,402	6,252	70,015	1	99,417	7,198	SDOT will retain a consultant to prepare an EIS for the Mercer Corridor. This is anticipated to take 18 to 24 months and will begin in 2004.
Monorail Implementation	P D C	1,455	1,455	0	0		0	1,455	1,455	The Monorail Implementation Plan is proceeding on schedule.
North Queen Anne Drive Bridge Seismic Plan	P D C	124	50	206	290	870	0	1,200	340	This FEMA hazard mitigation project is currently in design and will go to construction in 3rd Qtr. 2004.
Phinney Avenue/ Fremont Street Improvements	P D C	50	23	411	334	3,482	0	3,943	357	Design will be completed and construction will start in 2004.
Princeton Bridge Replacement Project	P D C	0	0	433	427	2,040	2,152	2,473	2,579	Project is in construction closeout.
Retaining Wall Replacement Program	P D C	0	0	275	136	818	616	1,093	752	Dollar amounts are for 2004 only.
South Lander Street Grade Separation	P D C	1,360	0	12,400	260	29,000	0	42,760	260	This project completed a Type, Size and Location Study in 2003. The budget amounts shown are planning figures for construction in future years (beyond 2005).
South Jackson Arterial Improvement Program	P D C	15	15	263	285	1,268	0	1,546	300	Project scheduled to begin construction in 2004; this project may be deferred indefinitely because it is subject to SDOT budget considerations.
Spokane Street Viaduct	P D C	0	0	8,350	8,086	16,103	16,285	24,453	24,371	This combines Lower Roadway work with the Spokane Viaduct (TC364750), but does not show construction estimates for widening work. Funding shortfalls have delayed construction and raised design costs.
SR 519 (Formerly Kingdome Access)	P D C	50	0	2,436	3,844	11,478	372	13,964	4,216	Dropping phase 2 of SR 519 required design changes to better accommodate the operations of the Port of Seattle and Washington State Ferries. The project will begin construction in 2004.
SR 520 Project	P D C		40	810	0		0	810	40	WSDOT is moving forward on the EIS for 4 - 6 - 8 lane options to replace the 520 bridge. SDOT is working with WSDOT and neighborhoods on the traffic impacts.
The AVE/ University Way Multi-Modal	P D C	0	0	1,071	1,071	6,059	6,305	7,130	7,376	Project is in construction closeout.
West Seattle Swing Bridge Cylinders	P D C	317	316	400	950	1,883	686	2,600	1,952	Design approach was modified to prequalify bidders for construction. This shifted costs from construction phase into design. Construction and installation of the new cylinders is nearly completed.
West Lake Union Trail	P D C	281	0	641	922	3,600	4,124	4,522	5,046	Overrun attributable to unanticipated field conditions; project is in construction closeout.

By the Numbers

Some figures fluctuate from quarter to quarter due to the seasonal nature of the work.

Areaways (Structural sidewalk and street wall) repaired	7
Bike racks installed	13
Bike maps requested/issued	48,600
Curb bulbs installed	4
Curb ramps installed	18
Miles paved	1.47
Neighborhood speedwatches	2
New marked crosswalks installed	0
Potholes filled	8,971
Pedestrian crossing improvements completed	4
Pedestrian and bicycle spot improvements completed	5
Sidewalk blocks rehabilitated	5.11
Signs maintained	7,169
Speed humps constructed	2
Street Use permits issued	4,686
Street trees planted	357
Traffic circles installed	3
Traffic signals optimized	18
Grants/appropriations/authorizations received (YTD)	\$8,925,000
Grants/appropriations/authorizations submitted for future funding (YTD)	\$116,676,324
Percentage of contracts issued to women and minority business enterprises (YTD)	6.74%

New in SDOT

Street Name Signs Getting Bigger

As old arterial street name signs are in need of replacement, SDOT Traffic Signs and Markings Crews have begun installing larger signs, with larger, easy-to-read text to increase driver visibility, while also meeting the new federal guidelines.

Legislation Passed for Nighttime Closures of Shoreline Streets

New legislation was passed that authorizes SDOT to close, from dusk to dawn, those shoreline street ends that have documented public safety problems. This is in response to nighttime illegal activities occurring at the East Harrison Street end. By enacting this legislation, council and Mayor Nickels have increased enforcement opportunities for Seattle Police.

SDOT Chosen for Robert Wood Johnson Foundation Grant

SDOT was selected from over 700 applicants to receive one of 25 grants awarded nationally by the Robert Wood Johnson Foundation. The four-year grant focuses on increased walking and public health in five targeted Seattle neighborhoods. This is a collaborative effort wherein SDOT will work on pedestrian improvements, King County Public Health will address public education, and Feet First will provide community advocacy.

First Annual Media Roundtable Generates Improved Communications

The Communications Office held its first annual Media Roundtable to generate feedback from the press on the department's communications and accommodation of the media's formats and timing needs. The meeting was well attended by representatives from the daily papers, as well as radio and television.

Seattle Street Classification Maps Posted on SDOT Webpage

The most current arterial, truck, transit and boulevard street classification maps are now available on the SDOT webpage at: <http://www.seattle.gov/transportation/streetclassmaps.htm>.

The maps provide information on the typical function, adjacent land uses, design and operational characteristics of each street in the City. The maps will help define the priorities for designing and operating streets to accommodate transit, freight, cars, bicycles and pedestrians.

"Don't Block the Box" Campaign Launched

Together with SPD, SDOT launched the "Don't Block the Box" campaign to reduce congestion and improve pedestrian safety on downtown streets. The campaign informs motorists that it is illegal to enter an intersection or marked crosswalk unless there is enough space to completely clear the intersection. Motorists who "block the box" can be cited and fined \$101. The campaign also stresses pedestrian safety, noting that it is illegal for pedestrians to enter the crosswalk after the red hand light begins flashing.

New Street Use Fee Schedule Implemented

On January 1, Street Use implemented a new fee schedule. The new schedule ensures more convenient permitting processes such as shorter review and wait times; Geographical Information Systems mapping to identify utility locations; bundling of permits; and more services by phone to reduce trips to SDOT offices. The new fees also create financial incentives for permit holders to coordinate their work and reduce the time they block the public right of way. SDOT embarked on this initiative to help extend the life of its roads and sidewalks as well as to reduce lane and sidewalk closures, which will help keep traffic moving in Seattle.

2004 Major Projects Update & Map

SR-520 Bridge Replacement and HOV Project

Planning Design Construction

The Local Impact Advisory Committee created by the State Legislature, with representatives from SDOT, WSDOT and several Seattle neighborhoods affected by the SR520 project, hired a consultant to provide technical analysis on concepts to address neighborhood livability and traffic issues. The committee and consultants provided WSDOT with a report on recommendations to modify some locations of city streets, redesign some SR 520 ramps, further analyze traffic backups in particular locations, consider policies that will affect traffic in these neighborhoods, and enhance pedestrian and bicycle connections. The committee will work through June of 2005.

I-90 Two-Way Transit and HOV Operations

Planning Design Construction

Sound Transit is preparing the Final Environmental Impact Statement for I-90 to be completed in the second quarter of 2004.

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